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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		REPORT ON: [redacted]	
COUNTRY USSR		DATE DATED: [redacted]	
SUBJECT Road Data - Drozhyn, Stry, Babur & vicinity		NO. OF PAGES 2	NO. OF ENCL. 1
		SUPPLEMENT TO REPORT #	
		RESPONSIVE TO	
DATE ACQUIRED (By source)		DO/C: Guido 178	
DATE OF INFORMATION (Date of data, or of interview with source or conditions described in report entered)			

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1. A loose-surfaced, all-weather graded, gravel road (No 903 on legend) ran from Drozhyn (Drozhyn) northwest to Babur (Babur) and from Babur it ran northeast to Lvov (Lvov). This same type of a loose-surfaced, all-weather, graded, gravel road (No 903 on legend) ran from Drozhyn south southwest to Boryslav (Boryslav). Another loose-surfaced, all-weather, graded, gravel road (No 903 on legend) ran from Drozhyn east northeast to Stryj (Stryj) and from Stryj another loose-surfaced, all-weather road (No 903 on legend) ran northward to Lvov from Stryj and south southwest to Lwoczek.
2. The above roads were over eight meters wide. The roads were designed and constructed for heavy usage during the Austrian regime. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road. German and Soviet tanks which weighed approximately 30 to 35 tons as well as other types of military vehicles traveled these roads.
3. The base of the above roads consisted of crushed rock. The top layer was of crushed stones surfaced with sand. Periodically the roads were inspected and repaired by assigned work crews. Stones and sand were located in certain areas along both sides of the roads to be used for repairing the roads.
4. A loose-surfaced, all-weather road (No 909 on legend) ran from Drozhyn northward to Berezow, Boryslav and Lwoczek. This same type of a loose-surfaced, all-weather road (No 909 on legend) ran from Drozhyn east-northeast to Chodorow via Medenice. Another loose-surfaced, all-weather road (No 909 on legend) ran from Medenice south southeast to Dobraszy, then northeast to Berezow.
5. The roads were from five to six meters wide. The subbase of the roads was black dirt (charcoan). The top layer was of crushed stones surfaced with sand. Although the roads were not constructed for heavy usage, heavy vehicles traveled on these roads. They were crowned for easy drainage but did not have drainage ditches running alongside the road. The water drained off onto the fields.
6. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Truskawiec, Uliczno, Stryj, and Medenice. These were located south, southeast, east and northeast of Drozhyn.

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7. The dirt roads were approximately five meters wide and were considered to be principal dirt roads. Occasionally the farmers and villagers resurfaced and regreased the dirt roads. In winter when the ground was frozen, and during the summer when it was dry, the dirt roads could bear heavy traffic. The roads were not crowned, nor did they have drainage ditches running alongside. During the spring thaw or rains, the dirt roads became so uneven, potholed and rutted that travelers used the adjacent farm fields for easy going.
8. A number of loose-surfaced, dry-weather, dirt roads (No 95 on legend) ran in the same vicinity as the principal dirt roads, but these were considered to be secondary roads. They were also approximately five meters wide. At one time they had been cart tracks and trails which were used for short cuts or inter-village or farm communications. They were not crowned, nor did they have drainage ditches running alongside. During winter when the ground was frozen, or during the summer when it was dry, heavy vehicles occasionally could travel on these secondary roads but it was rough going as the secondary roads were never maintained. During the spring thaw or rains it would be impossible to travel in some sections because of the mud, ruts and potholes.

-end-

✓ [On file in CIA Map Library is a Central Europe map, scale 1:250,000, AMS Series M-508, Sheet S.50, Lvov, USSR; Poland, Czechoslovakia, indicating the various roads with legend. UNCLASSIFIED.]

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CENTRAL EUROPE 1:250,000

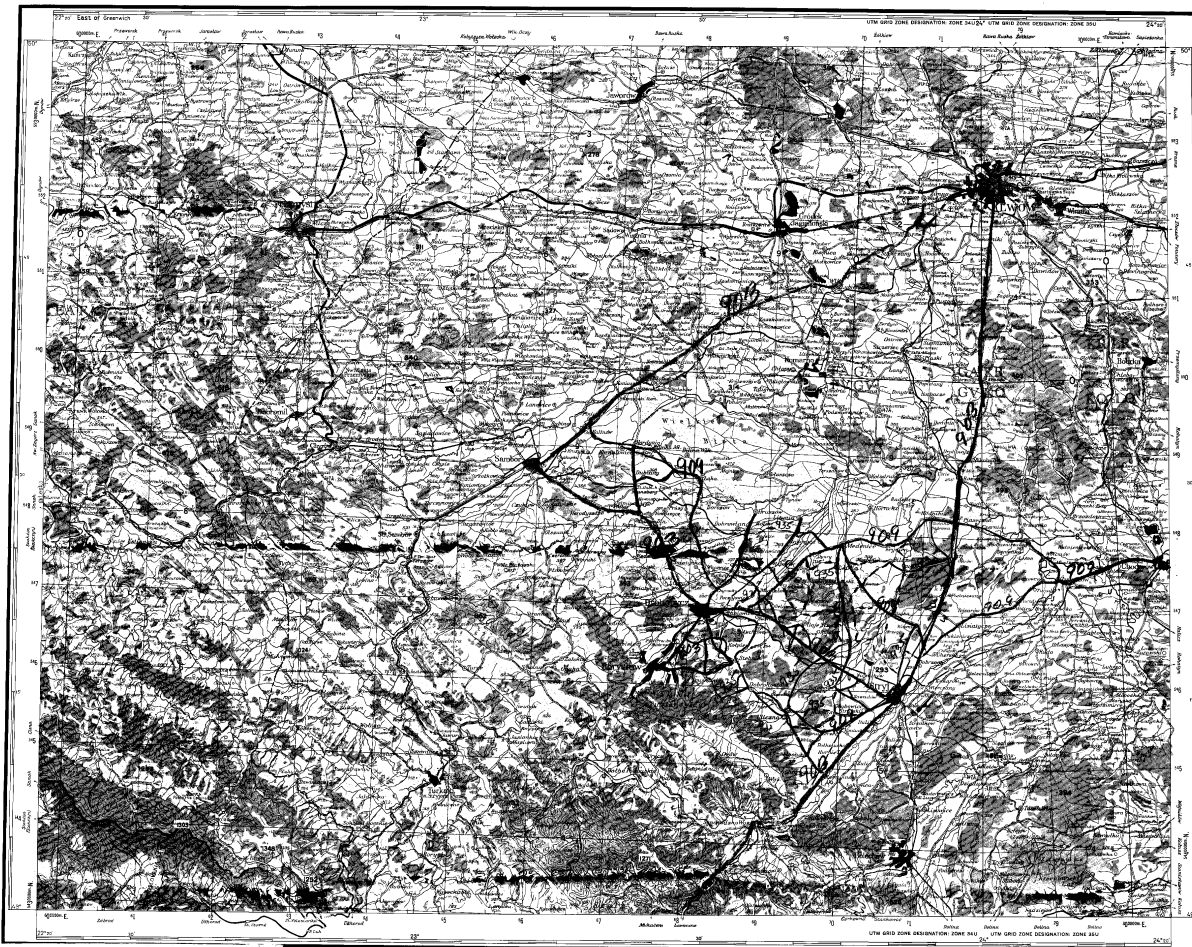
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LWOW

EDITION 3-AMS

SHEET S50

Notes: 1. This map is a reproduction of the original map.
2. The original map is in French.
3. The original map is in French.
4. The original map is in French.



- * Road surface, all-weather road, two lanes wide, 6 - 8 meters
- * Road surface, all-weather road, one lane wide, 3 - 5 meters
- * Loose surface, all-weather road, two lanes wide, 3 - 5 meters
- * Loose surface, all-weather road, one lane wide, 3 - 5 meters
- * Loose surface, dry-weather or dirt road
- * Other
- * Cart tracks (more than 1.5 and less than 3.5 meters)
- * Trails (less than 1.5 meters)
- * Dual highways (Superhighways)
- * Note: Label those roads exactly 5 meters or wider.

RS1	S59
RS0	S50
R48	S48

Scale 1:250,000
Contour interval 100 meters
TRANSVERSE MERCATOR PROJECTION
BLACK INKED LINES INDICATE THE 100 METER INTERVALS. TRANSVERSE MERCATOR PROJECTION
LOS ANGELES, CALIFORNIA, U.S.A. 1960

KEY TO PROJECTION	KEY TO PROJECTION
1. North arrow	1. North arrow
2. Scale bar	2. Scale bar
3. Grid lines	3. Grid lines
4. Contour lines	4. Contour lines
5. Road lines	5. Road lines
6. River lines	6. River lines
7. Settlement lines	7. Settlement lines
8. Other features	8. Other features

Legend	Symbol
1. Road	Symbol
2. River	Symbol
3. Settlement	Symbol
4. Other features	Symbol

Glossary	Symbol
1. Road	Symbol
2. River	Symbol
3. Settlement	Symbol
4. Other features	Symbol

KEY TO PROJECTION
1. North arrow
2. Scale bar
3. Grid lines
4. Contour lines
5. Road lines
6. River lines
7. Settlement lines
8. Other features

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